Rail~Volution
New Orleans Streetcars
A Circuitous Journey
Transit History (1830-2000)

New Orleans is historically rail-oriented
- Extensive rail network - freight and passenger
- Rail lines operated by multiple companies
- Streetcar lines operated by N.O.P. S.I.

1. Union Station, 1892
   Location: Current NOUPT Site
   Architect: Alder & Sullivan
   Head Draftsman: Frank Loyd Wright

2. L&N Station, 1902
   Location: Foot of Canal Street @ MS River

3. Southern RR Terminal, 1908
   Location: Canal Street @ Rampart Street
   Architect: Daniel Burnham

4. Texas Pacific-Missouri Pacific Station, 1916
   Location: Annunciation Street between Melpomene and Thalia Street
Union Station Demolition (1954)

Union Station, 1892
Location: Current NOUPT Site
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Catalyst - The Superdome Neighborhood

Opportunity to Connect
Activity Generators
- Entertainment District
- Public Housing
- Civic Complex
- Medical District
Laying the Groundwork (1992 - 2010)

**NOUPT Multi-Modal Transportation Center Strategic Plan (1992)**
- Linking multi-modal transit systems
- Forecasting capacity need after proposed on-site redevelopment

**NOUPT Master Plan (1995) and Update (2006)**
- Linking transit and infrastructure
- Economic development sites identified
- Demographics

**Loyola Corridor study (2007)**
- Underutilized sites on corridor identified
- Maximum code-permitted build-out formed
- Concept buildings programed and estimated
Laying the Groundwork (2005 - 2010)

Post-Katrina Planning Efforts
- Plans for industry sectors
- Broad concepts

“Lambert” Plan (2007)
- Focus on neighborhoods that flooded
- Buy-in from residents and businesses

Unified New Orleans Plan (UNOP) (2008)
- Goals established for every neighborhood
- Buy-in from residents and businesses

City of New Orleans Master Plan (2010)
- Buy-in from residents and businesses
- Symbiotic improvements identified
- Needs of City were listed and prioritized
Transit Future (2010+)

Ray Manning’s work included design of three distinctive transit shelters, which follow the architectural character of the buildings along a particular line. His interest in transit – an area dominated by engineers – is an important opportunity for transportation planning. Since the 1980s, Ray Manning has pushed the city to improve transit.
Transit Future (2010+)

Building Public Support for Transit Investment
- Public Meetings
- Charrettes
- Art Program
Transit Future (2010+)

Economic Analysis of Stop Locations

- 0.25 Mile Walking Distance
- Parcel Opportunities
- Economic Impact and Development
Transit Future (2010+)

Integrating Sustainable Building Practices

- Solar and Wind Orientation
- Stormwater Management
- Sustainable Materials
Lessons Learned

- Political
- Social/Cultural
- Physical
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